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SOVIET CONSTRUCTION PROJECTS INSPIRE NEW MACHINES;
REPUBLIC MINISTRY HINDERS PLANT'S EFFORTS

CANAL DIGGER WEIGHS LESS THAN WALKING EXCAVATOR, IS MORE PRODUCTIVE -- Moscow, Vechernyaya Moskva, 19 Mar 51

The Ministry of Construction- and Road-Machine Building has contributed heavily to the great construction projects. A group from the ministry, working under Deputy Minister V. T. Fedorov, have developed and put into production high-duty concrete-producing plants, which can be put up and taken down in sections. Seven of these plants are now in use at the construction sites of the Volga-Don Canal, the Tsimpl'yansk Hydroelectric Center and the Sal'sk and South-Ukrainian irrigation canals.

Another group of the ministry, under the direction of Engineer-Designer B. N. Gorokhov, have developed a group of road-building and maintenance machines, including bulldozers, snow removers, root cutters, bush cutters, and cranes.

The construction of dams, canals, and hydrotechnical projects has been greatly aided by a number of movable crushing and sorting units, turned out under the direction of a group of engineers headed by E. N. Porfir'yev, chief designer of the All-Union Scientific Research Institute for Construction- and Road-Machine Building. These units are, in effect, automatic plants, capable of processing over 300 tons of rock in a day.

One of the most remarkable of the new machines is the excavator for digging navigation and irrigation canals developed by Engineers M. Krivskiy and S. Brichko. The machine's productivity exceeds that of the walking excavators $1\frac{1}{2}$ times, while it weighs only 60 tons, as against the excavator's weight of 1,100 tons. Representatives of the great hydrotechnical construction projects are eager to have this machine produced, citing the urgent need for such machines.

A machine for reinforcing the banks of navigation canals is being built under the direction of Stalin-Prize winner V. T. Fedorov.

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Designers of the ministry have been requested by the chief engineer of the Stalingrad GES project to speed up the designing and manufacture of additional machines and mechanisms for complex mechanization of the loading and transporting of cement, and of new automatic, continuous-operation concrete plants having a productivity of 5,500 cubic meters per day.

Academician I. I. Artobolevskiy has proposed that a special section for road and construction machinery be set up within the Committee for Cooperating With the GES, Canals, and Irrigation Systems, which is under the Presidium of the Academy of Sciences USSR.

PLANT OPERATES AT ONLY HALF CAPACITY -- Vil'nyus, Sovetskaya Litva, 25 Mar 51

In September 1950 the Vil'nyus Machinery Plant No 1 of the Ministry for Construction Lithuanian SSR pledged to produce 250 model T-37 vertical-boom hoists for the great construction projects, including 30 to be built in 1950. Actual production, however, has fallen far short of this pledge. Instead of the 30 machines promised for 1950, only 12 were delivered, and only 12 more have been delivered this year.

Machinery Plant No 1 is equipped with first-class equipment of domestic make. With it, the plant has been able to turn out machinery for construction work in the republic, and also to take on the production of winches, vertical-boom hoists, and turntable-mounted cranes. Furthermore, the plant has many outstanding innovators and Stakhanovites among its personnel, and is potentially capable of turning out in one shift three times as many construction mechanisms as are called for in plans of the Ministry for Construction.

Why, then, has the plant failed to meet the obligations it has incurred on behalf of the great construction projects?

The answer lies in the attitude of the Ministry for Construction. Instead of supporting the plant's patriotic effort, it has actually restricted its initiative. In 1951 the ministry altered the plant plan, deleting the portion which scheduled the production of vertical-boom hoists and several other construction items. It made provision for the plant to produce only those machines required for construction activities directly under the authority of the ministry, and only in the quantity set by the ministry. As a result, the plant is hardly utilizing half of its capacity.

Without the knowledge of the plant directors, the ministry planned the metal supply for the first quarter 1951 in an amount equal to the metal already on hand at the plant. There is no need for this metal. On the other hand, the ministry failed to provide for the supply of gas pipes, seamless pipes, angle irons, reduction mechanisms, and electric motors. Because of the unevenness of supply stemming from such poor planning, the plant was not able to meet even its reduced plans for January and February.

In November 1950 a request was received from the Stalingrad GES project for 400 metal wheelbarrows, 1,000 square meters of pipe scaffolding, and three high-speed hoists. This order was not answered. In February, a letter from the Stalingrad GES requested the ministry to speed up the manufacture of the needed equipment. This letter was not answered for a month.

Apparently the officials of the ministry are indifferent to the importance of the great construction projects.

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INCREASE ALLOTMENT FOR CONSTRUCTION OF RENTAL BASE -- Moscow, Vechernyaya Moskva,
27 Dec 50

In reply to the article appearing in this newspaper on 20 November [redacted]
[redacted] deploring the failure to complete the construction of the Moscow
Machine-Rental Base, Deputy Minister Nikiforov writes that in 1951 the Ministry
of Construction- and Road-Machine Building will increase its capital outlay on
the construction of the base up to 2,500,000 rubles, surpassing the 1950 plan for
capital construction more than three times. Thus, in 1951 it will be possible
for the base to perform its prime objectives, and to establish maintenance and
repair of the machines.

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